



P O C K E T G U I D E T O

PARIS

AND CITIES OF NORTHERN
FRANCE

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POCKET GUIDE TO

PARIS

AND THE CITIES OF NORTHERN FRANCE

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ATTENTION

About the only thing in this booklet that can be guaranteed is the terrain. The rest of it is up to the fortunes or misfortunes of war. Many of the towns and cities described here have been bombed and shelled by us as we approached, and shelled by the enemy as he retreated. And many of them will still show the marks of the destruction visited upon them when these lands were being conquered and occupied by the Germans.

The short historical notes and city plans concerning most of the towns are correct as of the outbreak of the war. But the changes of war were still happening in many places when this pocket guide went to press.

You may find that art treasures described and located in these pages have been looted or destroyed, and it may be years before those that can be restored are sights to see again. On the other hand, some of them, by a stroke of good fortune, may be left intact and you will be able to enjoy them.

And another thing: if some of these towns should be declared off limits, you'll bypass them, of course. Perhaps later, they may be open to you.

Food and drink are discussed here, so that as times gradually return to normal, you may be guided in the tastes and customs of the country. But be sure that you are not encouraging a black market or bringing hardship to the native civilian population if you take advantage of what the town or region has to offer. You will receive direction from the proper authority in this matter.

Anyhow, so far as your military duties permit, see as much as you can. You've got a great chance to do now, major expenses paid, what would cost you a lot of your own money after the war. Take advantage of it.

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even as did the students of the 12th century. But don't let us frighten you. If you're the type who wants to have a gay time, you will undoubtedly find plenty of interesting cafes, restaurants, and places of amusement. First, however, let's go into the general history of this city so that you can have a better idea what to expect once you arrive there.

History of Paris

One of the first mentions of Paris can be found in the Commentaries of Caesar. Labienus, one of the old boy's generals, once occupied a number of mud huts on an island in the Seine. In this settlement was the residence of the Parissi, one of the numerous Gallic tribes conquered by the Romans.

In the third century, Paris was known as Lutetia and in the year of 506 Clovis made it the capital of his kingdom after he defeated the Germans at Soissons. Still later, in the tenth century, Hugh Capet made it the capital of all of France. During that time Paris was divided into three parts, the Ville on the right bank, the Latin Quarter on the left, and La Cité on the islands.

The history of Paris is a history of conquests and wars. During the reigns of Henry V and Henry VI the English occupied the

city. The progress of the city was halted during the various wars. But Henry of Navarre, crowned King of France in 1589, spent enormous amounts of money to beautify Paris. His plans were later carried out by his son, Louis XIII, and still later by Louis XIV.

When the first Napoleon came into power he decorated the city with art treasures from neighboring countries. But Paris once again fell into a period of recession insofar as beautification of the city was concerned. This happened after the defeat of Napoleon.

When Louis Phillipe came into power he built many strong fortifications and improved on the existing ones. At that time the city was still a place of narrow and crooked streets. During the reign of Napoleon III many public buildings were constructed and at the time of the international exhibition in 1897 Paris was acclaimed as the most beautiful city in Europe.

Some damage was caused to the city by the Germans when they attacked it in 1870 and 1871. And in May 1871, part of the city was destroyed by fire when Government troops advanced into Paris to destroy the rebel administration of the Commune.

The city became gay again two years later. But during the first World War German planes bombed Paris and enemy artillery shelled it by using long distance guns, one of which was the famous "Big Bertha."

In 1931 a census of Paris showed a population of 2,871,429. The city itself covers an area of 30 square miles, more than 1,700 acres are occupied by the Seine which flows through Paris from Southeast to Southwest. The population of "Greater Paris" which includes the adjacent suburbs and towns, was reported at 4,887,464 by the same census. Actually, Paris is the most densely populated city in the world.

Although Paris has always been noted for being the most cosmopolitan city in Europe—a city of artists, scholars, and merchants, and of travellers in pursuit of pleasure—it is also the center of French industry and commerce.

But right now you are mostly interested in the sights. There are so many things to see in this great city that it is almost impossible to give you a complete story on all of them. You will want, of course, to visit the **PARC DU TROCADERO** from where you can get a beautiful view of the famous Eiffel Tower. You will marvel at the beauty of the bridges spanning the Seine, like, for instance, the

PONT ALEXANDRE III which has a single arch of steel on either end of which are artistic gilded figures of Fame and Pegasus.

You will certainly want to see the **ARC DE TRIOMPHE**, beneath which rests the French Unknown Soldier of World War I, and such other historical buildings and monuments as the **CONCIERGERIE** where Marie Antoinette and many other famous aristocrats spent their last days. Then there is the July Column in the center of the **PLACE DE LA BASTILLE** which commemorates the victims of the 1830 revolution.

Food and Drink

One common interest that every Joe has is food. So, let us begin with Parisian restaurants. Again, however, let us caution you that you may not find the same abundance of food in Paris restaurants that you could have found in peacetime. One thing is very definite, though, you will find that Parisian chefs are among the best in the world. If food is scarce, leave it for the civilians. Don't encourage black markets, they make things more expensive for you.

Perhaps the best foods can be eaten in *à la carte* restaurants with their many special dishes. The food at hotels and expensive

restaurants is usually excellent, but it is not prepared in the individual style that you will find at the *à la carte* places. But you don't have to patronize luxury places only. The second-class restaurants may be less pretentious, but you will find many of them very good.

There is a usual charge of 1.5 francs for "convert" in the *à la carte* restaurants and some of the first-class places may charge more. When you are ready to leave merely call for the waiter—*Garçon, l'addition, s'il vous plaît!*—and he'll bring you a written bill. Unless your tip is included in the bill you are expected to leave anywhere from 10 to 15 percent of the total. The French refer to this as a *pourboire*.

The drinking water in Paris is not too good, so you will probably follow the native custom by calling the wine waiter (*sommelier*), who, by the way, is tipped separately. You'll find that the *vin ordinaire* is usually of good quality.

If it's still hot in Paris when you get there you'll probably like *vin frappé* which is wine in ice.

In peacetime there were a great number of foreign restaurants in Paris for those tourists who wanted a taste of "home cooking."

If you want American food you may still be able to get some at a number of places which specialize in them. You used to be able to get a fairly good dinner at any of these restaurants for from 20 to 30 francs.

There are also Chinese, Russian, Jewish, Spanish, and many other restaurants serving foreign dishes.

The center of all Parisian night life is in the Montmartre. It used to be a fairly expensive district although Baedeker's handbook to Paris says that the general public there is not too refined. Supper in the places in the Montmartre are quite expensive and so is the champagne. Usually, people are quite content to get sandwiches or cold refreshments. Before sitting down at a table you might ask for the price of food and liquors. Then, if you feel it is too exorbitant, do not feel embarrassed to walk out—the natives are quite used to doing so in the Montmartre. You'll find most of the establishments packed from 5 p. m. to midnight.

You will probably enjoy the cafes of Paris. As a rule, the natives frequent them for an *apéritif* before lunch and dinner. When the weather is fine you may sit at a table outdoors and watch the life around you. If you should get the urge to write the little woman back home simply ask the waiter for paper, pen and ink.

He'll be glad to get it for you, providing, of course, the supplies are still there. All letters, however, must be written inside the cafe. It's a pretty grand feeling to sit in one of these cafes with a bottle of wine on the table, a pen in your hand and an orchestra playing gay music within a few feet of you. Be sure to tip the waiter for this little service.

The coffee in Paris cafes used to be very good. In the morning, the natives drink their coffee black, but you can get "white" coffee by asking for *café crème*.

You can usually get cold snacks at the cafes. You can almost always find billiard tables at most cafes, but they are an exception at cafes on the boulevards.

Some of the finest cafes are along the boulevards. On a warm day you see thousands of people sitting outside the cafes.

Various cafes are noted for a distinctive feature. One, for instance, is the hangout of chess players, another a resort for men of literature, others for the quality of their wines.

Eiffel Tower

One of the world's outstanding "city trademarks" is the *Eiffel Tower* in Paris. Among towers it is the loftiest, rising 984 feet,

and among man's structures, it is exceeded in height only by the Empire State and the Chrysler Buildings in New York City.

The great Tower was completed in 1889 as a sort of glorified country-fair attraction for the International Exposition that opened in the French capital that year. It was the first huge structure, other than bridges, to be built entirely of iron and steel, and is credited by many engineers with having blazed the trail for the great era of steel construction which has marked the growth of great cities in the past half-century.

Alexandre Gustave Eiffel, the French engineer and bridge builder who designed and created the tower, was berated by some of the most prominent Parisians of the day for raising in the beautiful city a mass of iron which they called a "vulgar monstrosity." One sensitive writer considered it such a blot on his beloved Paris sky line that he voluntarily exiled himself from the city.

Yet as the years passed Parisians came to be fond of the lace-like shaft that soared into the sky, and in the eyes of the world it became the undisputed trade-mark of the French capital. The structure was a financial as well as an architectural success. Its cost of nearly eight million francs was paid off in less than two

years; and the company which Eiffel organized to construct and operate it continued in peace time to receive a substantial income.

The Tower is now owned by the city of Paris. Nearly 20 million visitors had ascended the Tower before the outbreak of the present war, many of them eating in the restaurant on a platform at the 190-foot level or regaling themselves at the bar 381 feet above the ground.

You can ascend the Tower either by steps or elevators. Above the second floor sightseers depend on a slow-moving elevator to lift them to near the Tower's top where there is a glass-inclosed observation room. From there on a clear day one can see 50 miles or more into the surrounding country. Under favorable conditions the Tower itself can be seen from points 25 miles or more away.

The Eiffel Tower has played a spectacularly useful role. Its huge clock faces, far aloft, have told Parisians the time, day and night. A meteorological station near its top has made continual weather studies. And a radio station at its very pinnacle has poured out signals to all the world. It was between the Eiffel Tower and the former radio towers at Arlington, Va., during the last war that the first voice radio signals crossed the Atlantic.

Places of Interest

By all means visit the **PLACE DE L'ETOILE**, from which 12 wide avenues radiate. There you will also find the famous **ARC DE TRIOMPHE**. The Arc was begun by Napoleon in 1806 to commemorate his victories. It was finally completed 30 years later by Louis Phillipe at a cost of nearly two million dollars.

The Arc is 164 feet high and 147 feet wide, measuring 95 feet under the keystone of the great archway. The names of the principal victories of the First Republic and the Empire are on the panels over the roof. Inscribed also are the names of the generals who participated in the battles.

By ascending the spiral stairway leading to the platform at the top of the **ARC DE TRIOMPHE** you can get a magnificent view of the **CHAMPS ÉLYSÉES**, the **AVENUE DE LA GRANDE ARMÉE**, the **TOWERS OF NOTRE-DAME**, the **SEINE** and heights of **MONTMARTRE**.

When the summer evening sun begins to slip away, twilight shadows form over the earth and, from atop the Arc, you witness a romantic and mysterious Paris.

You can also see the **Bois de Boulogne**, the great park and garden, from above the Arc. Inside the park are two lakes called

SUPÉRIEUR and INFÉRIEUR. There is also a zoo in the park, LE JARDIN D'ACCLIMATATION, and numerous open-air restaurants.

Notre-Dame is the cathedral of the Archbishop of Paris. The present structure stands on the site of the church by the same name that existed in 365. The structure you will see was built in 1163 and Pope Alexander III laid the first stone.

Notre-Dame's history is almost parallel to that of the city. In 1186, Geoffrey Plantagenet, son of Henry II of England, was buried beneath the high altar. Later, in 1430, Henry VI of England, was buried beneath the high altar. Later, in 1430, Henry VI of England was crowned there as king of France. Napoleon I and Joséphine de Beauharnais were crowned there by Pope Pius VII in 1804. In 1853 the marriage of Napoleon III to Countess Engénie de Montijo took place there amidst great ceremony.

The stained-glass windows and majestic architecture of Notre-Dame are the boast of the people of Paris. The western front of this famous cathedral dates back to the first quarter of the 13th century. It has served as a model for the façades of many churches in Northern France.

If you want one of the finest views of the city you should go to the belfry, or the north or south towers of Notre-Dame. The

famous BOURDON-DE-NOTRE-DAME, the cathedral bell which weighs nearly 29,000 pounds, hangs in the belfry. It is one of the largest bells in the world and its sweet tone is known the world over. The clapper alone weighs nearly one-half a ton and it takes eight strong men to swing it against the bell itself. This bell has been ringing out news of French victories for hundreds of years. You will no doubt hear its chimes on many occasions during your stay in Paris.

You will be impressed with the towers, both of which ascend to 220 feet. The steeple is 147 feet high and was constructed in 1859. According to legend, the ball supporting the cross on the steeple contains relics of the original cross and fragments from the crown of thorns which encircled the head of Jesus Christ.

You will find in Notre-Dame 37 chapels that contain the tombs of many famous prelates of Paris.

One of the best known spots in Paris is the PLACE DE LA CONCORDE. From the *Place*, which is a huge paved rectangle a little northwest of the exact center of Paris, radiate world famous boulevards. Within plain view from the base of the EGYPTIAN OBELISK in the center of the *Place* are the CHAMBER OF DEPUTIES, the new AMERICAN EMBASSY, the CHURCH OF THE MADELEINE, the

TUILERIES GARDENS, the LOUVRE, the RIVER SEINE, and the ARC DE TRIOMPHE.

There is probably no other part of Paris that looks so nearly as it was one hundred years ago as the Place de la Concorde. Except for the asphalt paving, subway entrances and modern motor traffic, the broad vistas from the *Place* are substantially unchanged since the days of the French Revolution, when the guillotine in the Square reaped its grisly harvest of heads.

The aspects of the Square itself have been altered greatly since the Revolutionary period when it was known as the Place de la Revolution. The exact location of the guillotine that executed nearly 3,000 persons during 1793 and 1795 is not known. Some people say it's in the very spot where now stands a bronze fountain. Among those executed here were King Louis XVI, Marie Antoinette, Mme. Roland, Danton, and Robespierre.

As you look on you will recall the scenes in the movie version of "A Tale of Two Cities" which showed some of the housewives knitting while heads dropped into the bloody basket beside the sharp knife of "Madame Guillotine," as the Parisians called the head-clipping machine.

The most noted statues in the Square, however, are eight stone

figures symbolizing French cities—Lille, Strasbourg, Bordeaux, Nantes, Rouen, Brest, Marseille, and Lyons. From 1870 until 1918 the Strasbourg statue was draped with mourning garlands and crepe, a reminder of the lost province of Alsace. On a shield was the single word, "When?"

The Place de la Concorde has known many exciting, tragic, and momentous events in addition to those of the Revolution. In 1770, during the celebration of the marriage of the Dauphin and Marie Antoinette, rockets fell among a densely packed crowd of spectators in the Square, and during the panic that followed 1,200 persons were killed and 2,000 injured.

A large crowd of British soldiers used the Square in 1815 as a camping ground. The Germans pitched their tents there in 1871, too. It was the scene of street fighting during the Revolution of 1830, and again in 1848 when mobs poured through it to sack and pillage the Tuileries Palace. Napoleon reviewed his triumphant troops many times on the Place de la Concorde.

One of the chief entrances to the sewers, a principal tourist site in Paris, is near the Lille statue. Three subway lines pass under the paved area of the *Place*. In peacetime there was a stream of honking taxi, bus, and other vehicular traffic pouring into it every

hour of the day from the CHAMPS ÉLYSÉES, RUE DE RIVOLI, RUE ROYALE, QUAI DES TUILERIES, COURS LA REINE, and the PONT DE LA CONCORDE. The obelisk and fountains used to be floodlighted.

There is no square like it anywhere back home. It is said that if Madison Square in New York were paved and bustling with traffic, if Capital Plaza and Union Station Plaza in Washington were lumped into one square, if a great area were cleared in Chicago where Michigan Boulevard reaches the river—each would suggest faintly the great open space on the bank of the Seine where beats the pulse of Paris.

You should try to visit the NISSIM DE CAMONDO MUSEUM on the RUE DE MONCEAU in the northwest section of the city. See the architecture, furniture and art objects, all of the 18th century.

After having enjoyed looking at these treasures it would be nice to stroll into the nearby elegant little PARC MONCEAU to rest in the shade and watch the French children sail their toy boats on a miniature lake.

From the LOUVRE it is only a short distance to the restful benches, flower beds and playing fountains of the Tuileries Gardens. From the LUXEMBOURG one can stroll into the leafy Luxembourg Gardens where fruit trees are trained flat on espaliers.

Between the CLUNY MUSEUM and the Seine blooms a garden in which you can rest amidst surroundings of medieval sculptures and vine-covered gray ruins of ancient Roman baths. The CERNUSCHI MUSEUM of oriental art is, like the new NISSIM DE CAMONDO, near PARC MONCEAU. Located near the JARDIN DES PLANTES are several collections pertaining to Comparative Anatomy, Botany, Geology and Mineralogy. If you become depressed by viewing the many skeletons and bones in the Anatomical Museum you can park yourself on a bench in the shady zoo and be amused by the antics of the kids and monkeys.

The most famous museum in Paris is the LOUVRE which was once a royal palace. It is an immense age-blackened building in the shape of a squared letter "A" with the open base facing the TUILERIES GARDENS. The Louvre partly encloses the PLACE DE CARROUSEL. This peaceful, sunny court, with its formal red and lavender flower beds, was the scene of bloody riots and guillotine executions during the Revolution.

The Louvre is so vast that unless you have a guide you'll be strolling through miles of galleries without finding the type of art you are interested in. You'll come across an abundance of paintings and sculptures—Whistler's "Mother," Millet's "Ange-

lus," the Venus of Milo, the Diana of the Chase, the Winged Victory, and the Mona Lisa—always assuming the enemy has left them behind.

Parts of the Louvre used to be open for two evenings a week.

You will probably like to visit the LUXEMBOURG MUSEUM which houses a government-owned collection of contemporary French art. The art pieces in the Luxembourg that prove to have permanent value usually find their way into the Louvre or museums of other French cities ten years after the artist's death.

The Cluny Museum, a Gothic maison built by the Abbots of Cluny in the 15th century, provides an appropriate setting for a valuable collection of medieval objects. Light shining through mullioned windows enhances the appeal of mellow old wood-carvings and French and Flemish tapestries. Complicated strong boxes, armor, brocaded mantles and jewels enable one vividly to reconstruct life of the Middle Ages. Spiral stone stairs in a turret lead to the second floor exhibits. Here, in an interesting collection of old footgear are pattens on which Venetian ladies hobbled about during the 16th century. To raise their feet above the wet or mud, these heelless overshoes were mounted on supports from five to eighteen inches high.

Unlike the Louvre and the Cluny Museum, which used to be swarmed with sightseers, the CARNAVALET was always deserted. You could hike alone through echoing rooms followed only by eyes of guides. In the Carnavalet you can contemplate in silence the death mask of Napoleon with its thin lips and fine nose, and that of his son, the Duke of Reichstadt.

The Carnavalet illustrates the history of the city of Paris, and of the Revolution. Here are intimate souvenirs of France's illustrious sons and daughters; Balzac's suspenders embroidered with red roses; the tragedienne Rachel's little red shoes, a gray silk dress worn by George Sand, and a model of her small rounded arm and hand. More quickening than any history book are the relics of the Revolution and the Siege of Paris.

Before leaving Paris you should by all means try to enjoy its theatres. In peacetime there were about 50 theatres there. The two most popular were the Français and the Opéra. The Français is noted world over for its productions and its growth is connected with the names of Molière, father of French comedy. The Opéra once presented opera exclusively. Both the Français and Opéra used to show four performances a week, although most of the other theatres in Paris had shows daily.

AVRANCHES

At the very base of the Normandy peninsula on the western side is the enchanting town of Avranches. The town is situated at the apex of the right angle where the north-south Normandy coast joins the east-west Brittany shoreline. It is 85 miles south of Cherbourg on the west Normandy railroad.

Although it is not a port, Avranches overlooks the Bay of Mont St. Michel. The Abbey-crowned Mont St. Michel rises majestically from the tidal flats west of Avranches. A city of 7,000 population, it is one of France's greatest peacetime travel attractions. When the tide comes in, it does not inch along, but rushes faster than a horse can gallop, thus making an island of the *Mont*.

The beautiful views from its hilltop made Avranches a resort objective in its own right. Avranches once possessed Normandy's most beautiful cathedral, but it was dismantled in 1799 to prevent it from falling down. The cathedral occupied the very top of the hill, now an open square. Henry II of England received absolution in this cathedral in 1172 for killing Thomas à Becket, the Archbishop of Canterbury.

Primarily a market town for the surrounding productive country, Avranches traded in grain, butter, cider and fruit. Other industries included leather-working, lace-making and bleaching. Fishing and commercial flower-raising kept many of the townspeople busy.



BREST

BREST, population 68,000, situated at the western end of the Brittany peninsula, has one of the finest natural harbors in Europe. It has always been a naval port rather than a commercial terminus. The French Navy had its chief base there (many of its streets are named after French Admirals). During World War I, it was a big supply port; of the one million American soldiers who sailed direct to France, 791,000 disembarked at Brest. A monument 145 feet high was built to commemorate the American achievements of 1917-18.

Rain falls on Brest about 200 days in the year—every day, according to the recollection of veterans of the last war. Its poor climate has not encouraged visitors. Unlike other French coastal cities, it was not a popular seaside resort.

You won't draw a blank, however, if you get a chance to wander about. From the **PLACE ANATOLE-FRANCE** where the main road enters the town you can stroll down the **RUE LOUIS-PASTEUR** or the **RUE DE SIAM** (named in honor of the Siamese embassy sent to Louis XIV). These are the two busiest thoroughfares of

Brest. Just off the RUE LOUIS-PASTEUR, in the RUE DE LA MAIRIE, you might visit the church of ST. LOUIS, begun in 1698. This church is the most interesting in Brest.

At the end of the Rue Pasteur is the PORT MILITAIRE, or naval dockyard, occupying both sides of the valley of the Penfeld, and employing thousands of workmen. The river is bridged by the PONT TOURNANT, a bridge which turns to allow the passage of ships. It is characteristic of the modern engineering structures for which Brest in modern times has been famous. Beneath it is a pontoon bridge for foot-passengers, and on the north bank of the river is the district called RECOUVRANCE. This neighborhood is famous for its taverns and saloons.

The finest view of Brest may be had from the towers of the old *Château*, built in the 13th century. This rugged fortress was captured by Edward III of England in 1342; Richard II sold it back to the French for 12000 crowns in 1397. It is now used as a military headquarters and barracks. Before the war, tourists were not allowed to see all its towers and dungeons.

The tree-planted COURS DAJOT offers a good view of the commercial harbor with its long jetties, and of the "roads of Brest."

This is a vast haven for ships, almost landlocked, and you will understand why Brest is a natural harbor when you see it.

A well-known saying about Brest dates back to the 14th century, when it was said by Duke John the IV, "he is not duke of Brittany who is not lord of Brest." The town's history contains many stories of battles and sieges, not only among the French themselves, but also between the English and French.

Perhaps the most famous event took place in 1694, when an Anglo-Dutch force under Admiral Berkeley tried to take Brest but failed, thanks in large part to the fortifications erected by the famous French engineer, Vauban.

Louis XIV, the most colorful of French kings, and Cardinal Richelieu were both interested in Brest. Louis commissioned his engineers to build up the port and fortify it. Richelieu started the building of the first dockyard.

But the significance of Brest in French history centers on its naval establishment. Here the French "Annapolis" was located.

When the Germans over-ran France in 1940, they immediately put the harbor to use as a submarine base. The German warships Gneisenau, Scharnhorst and Prinz Eugen were from time to time

hidden there. Naturally, Allied bombers have dropped thousands of tons of bombs in attempts to knock them out.

If anything is undamaged, it is more likely to be found up-town around the Place Anatole-France, or in the suburbs beyond.

Perhaps the best side trip from Brest is to the seaside town of LE CONQUET about 15 miles west. Leaving from the RECOUVRANCE district is the quickest way to get there. You may be interested in LE CONQUET because it is just about the nearest French town to the United States. South from LE CONQUET, about 2½ miles away, is the rocky ST. MATTHEW's point where the head of St. Matthew, brought from Ethiopia by Breton sailors, is said to have been landed. A legend like this means a lot to Bretons. The story of St. Matthew is one of them. If you happen to visit CAPE ST. MATTHEW near Le Conquet, get the "padre" in the old abbey (dating from the 6th century) to tell you about it.

Le Conquet is only one interesting old village, among dozens, which you can visit in the neighborhood of Brest. In all these places of Brittany, you have the opportunity to observe Bretons and their picturesque *pays*, chock full of history and legend.

CALAIS

CALAIS, about 22 miles from Dover, is the nearest French town to the British coast. Most of the traffic between London and Paris used to come through this port.

With a population of about 70,000, fortified Calais is a seaport and manufacturing town. Its leading industry in normal times, is the making of lace. Cod, herring, and mackerel fishing is also an activity which provides a livelihood for many of its citizens.

New and Old

The town is divided into two main parts, old Calais and a new section, St. Pierre, which is the center of the industrial life. The two areas are separated by canals linked with the harbor. The neighboring flat countryside may be put under water if emergency defense requires. Surrounding the entire city are ramparts, including seven forts and batteries, with a strongly fortified citadel, dating from the 16th century.

Calais started off as a fishing village centuries ago. By 1303, it belonged to the powerful European trade alliance known as the



Hanseatic League. At the same time, French and English kings found themselves frequently at war. Many of the battles took place in the Calais neighborhood, including the very famous battle of Crecy, won by the English in 1396. In 1347, Edward III of England captured the place after a siege of eleven months. It remained for 200 years under English rule. In 1558, the Duc de Guise finally expelled the small English garrison.

During the siege of 1347, six of the leading citizens of Calais, led by Eustache de Saint Pierre, offered their lives to Edward III in order to ransom the town from destruction. Thanks to the intercession of Queen Philippa of England, both their lives and the town were spared. To this day, the names of St. Pierre and the burghers of Calais are among the most honored in all France. The Duc de Guise, who finally liberated the town, is also recalled with reverence and pride.

During World War I, Calais endured many German bombing raids. At that time it was an active supply base behind the British sector of the Allied front. Likewise in World War II, Calais has been the target of bombers: this time, our own on the prowl after Germans.

Aviation and Calais

Aviation over Calais, as a matter of fact, has a long history dating back to the days when inventors and pilots were struggling with the new science.

In 1785, a French balloonist named Blanchard, with an American passenger, landed near Calais after a flight hailed as the first across the English Channel, and the first from one country to another. This crossing took two hours.

This same patch of northeast France's coast saw the first human victims of air travel. The first man to make a recorded balloon flight, a Frenchman named De Rozier, planned a balloon crossing of the Channel from France to England, six months after Blanchard's feat. Shortly after he took off, his balloon caught fire and dropped De Rozier to the earth in flames. De Rozier is buried in the cemetery of Wimille on the coast, about 20 miles southwest of Calais.

Pioneer flyers also chose the Calais neighborhood for their earliest international heavier-than-air flights. The summer of 1909 saw three would-be Channel flyers poised on the French coast. The first attempt was a failure: the plane crashed in the

Channel and the pilot had to be fished out. The second attempt was made by the Frenchman Louis Blériot, who took off just west of Calais without a compass and in 37 minutes reached England.

Since that day, July 25, 1909, writers and statesmen have pointed out that no international frontier, no water barrier, has been unsailable from the air. A monument commemorating Blériot's boundary-breaking flight was erected near Calais, where almost daily attacks of bombers based in England—now only 5½ or 6 minutes away—demonstrate as a grim fact the war uses of aviation which Blériot's experiments foreshadowed.

German flying bombs aimed at England, were launched from positions in the neighborhood of Calais.

Things to See

Within Calais itself, if you get a chance to prowls about, you will be able to see many relics of the old days.

Just north of the BLVD. DES ALLIÉS is the district known as the COURGAIN, notable for the narrowness of its streets, and the costumes and dialects of its fishing population. Nearby is the MONUMENT DES SAUVETEURS, commemorating the courage of Eustache de Saint Pierre and his five comrades of 1347.

Another monument in their honor may be seen in the **PLACE D'ARMES**. This work is by the famous French sculptor, Auguste Rodin. It was finished in 1895. (A replica may also be seen in London).

To the north, reached by a series of bridges, is the bathing-beach, known as **SABLEVILLE** or **CALAIS-PLAGE**. Here is located the **CASINO** characteristic of most French seaside towns.

Calais, like every other French town, must have its city hall, or *Hôtel de Ville*. In Calais, there are two city halls: one in the Place d'Armes in the old town, and the new one opposite Parc St. Pierre on the Rue Jacquard.

Jacquard, incidentally, was a smart lace-maker who figured out a better way to make lace by machine-loom, instead of by hand. The street bearing his name leads from the old town into St. Pierre, the new section where lace manufacture is the main occupation.

The most famous church in Calais is **NOTRE DAME**. This building and the **HOTEL DE GUISE** a few blocks away, are probably the only buildings in all France in which the English Gothic style of architecture is noticeable. By contrast, other buildings, like the new *Hôtel de Ville*, are in the Flemish style.

English influence in Calais is stronger perhaps than it is in any other French town. In the 19th century, Englishmen from the town of Nottingham, also a lace town, came to Calais to work at their trade and settle there.

Most of the sights are to be seen in Calais-nord, the old town. The main street is the **RUE ROYALE**, running south from the main square, known as the **PLACE D'ARMES**.

At the Place d'Armes, for example, you might notice the belfry on the old *Hôtel de Ville*. The bells in this tower play a tune called "Gentille Annette" every hour on the hour. Below the clock, are two mechanical men in bronze who come out every hour as the clock strikes and fight each other.

Behind the *Hôtel de Ville* rises the square and massive **TOWER OF GUET**, built originally by Philip of Boulogne in 1224, used now as a lighthouse and observatory. This is a reminder of the days long ago when Calais was under control of the counts of Boulogne.

Boulogne

If you have a chance to visit **BOULOGNE**, 26 miles southwest of Calais, you will pass several fine beaches on the way, at **WISSANT** and at **WIMEREUX**.

Boulogne, a town of about 50,000 population, is the chief fishing port of France. It is also a popular resort spot; formerly many English people spent vacations there. Boulogne also has its industries, one of which, the manufacture of steel pens, was introduced from England in 1846.

It has an interesting history. From here, in 43 A. D. the Romans sailed to begin the conquest of England. From 1801 to 1805 the Camp de Boulogne was the center of Napoleon's gigantic preparations for the invasion of England, which never panned out: Lord Nelson's naval victory at Trafalgar in 1805 was decisive.

Among the famous natives of Boulogne are Godfrey of Bouillon and his brother Baldwin, kings of Jerusalem (12th century); Sauvage (19th Century), who applied the principle of the screw to steamers; Sainte-Beuve (19th century), critic; and the famous French actor who bore the name *Coquelin*. All of these names are recalled in the names of streets or plazas in the town.

Like Calais, Boulogne has its Casino, its *Hôtel de Ville*, its church of NOTRE DAME. The HAUTE VILLE, on high ground and visible from the sea, is the ancient stronghold of Comnt Philippe Hurepal, built in 1231, and still enclosed by ramparts in good condition.

Dunkerque

DUNKERQUE, 29 miles east of Calais along the coast, is a town of 30,000 people, mainly Flemish. It is the northernmost town in France, eight miles from the Belgian border. Like Calais it has been exposed to warfare because of its geographical position, and in 1940, it witnessed the evacuation of 320,000 British and French troops to England. Across the Channel to Dover is a distance of 48 miles.

Dunkerque itself means "church among the dunes", but this quiet title does not fully describe the commercial activity of the place any better than it describes its lively history in wars of the past and present. Dunkerque's five-mile dock-system, the fact that it ranks with Marseille and Bordeaux as one of the top shipping centers of France should be sufficient to indicate that Dunkerque is not a sleepy, unimportant town.

Nations have fought for it. At various times it belonged to Austria, Spain, and England, as well as to France. During the first World War, the Germans reached within 20 miles of the town, punished it severely by artillery and airplane bombardments, but failed to take it.

Dunkerque's chief claims to fame are found in recent history. It is more modern than Calais, and has few very old buildings or monuments. Its industries are more varied than those of Calais for example, where lace manufacture was the chief enterprise. Dunkerque went in for the big shipping trade, and to this it owes its modern fame.

But twice a year, Dunkerque customarily forgets international commerce. In the spring, there is a gala farewell to the cod-fishing fleet bound for Iceland waters. When the fleet returns in the fall, it signals a local holiday.

CHERBOURG

Back in the good old days, as we like to refer to peacetime, most Americans visited **CHERBOURG** through the water entrance, often coming in on the *Normandie* from New York. You, of course, will more than likely pay your visit via one of the highways or railroads that converge on the town from the base of the peninsula.

There are five main routes leading into the city. Beginning in the east and listing them clockwise they are: the railway and road leading from Barfleur, a little port on the northeastern tip of the peninsula; the important Cherbourg-Paris railroad and highway which pass through Valognes, 10 air miles southeast of Cherbourg; a branch of the main west coast highway which runs by way of Bricquebec and 11 miles north to the port; a second branch of the western road which leads through Barneville and Les Pieux, the latter being an excellent little town, by the way; and finally a coastal road from Auderville on Cap de la Hague, at the northwestern point of the peninsula.

Normally, a city of 36,000 people, Cherbourg is divided into two parts, an old commercial town and a military area, each with its



harbor facilities. Development of Cherbourg as an important naval station was begun by Napoleon. The extensive fortifications and improvements, completed a little less than a hundred years ago, cost tens of millions of dollars.

As you walk through the town you see streets and buildings that very much resemble some of our own smaller port centers, although many of the streets are more narrow. It used to be that you could take a train from Cherbourg and arrive in Paris two hours later. Many people, the professional tourists, used to arrive here with their cars and drive off to Paris. Of course, there wasn't much room on the LST for you to have taken along your super-doooper flivver, so you'll probably have to get around the town on foot and leave it by rail, or jeep.

You'll see a few restaurants and cafes bearing American names and signs, but the service cannot be compared to what it used to be. So if you find that the waiter is a little slow on the pick-up, or if he can't meet your requests, don't walk off prejudiced. Many of the local people are now helping on important work to mop up the enemy, so there aren't enough of them left to give you the service you'd like.

You'll probably leave Cherbourg with the idea that it is a very

dirty city. You'll be right, too. It's because the Germans never paid much attention to the needs of the people there. So most of the buildings will appear very shabby. Anyway, most harbor towns aren't too clean, even our own.

Generally speaking, there isn't much in the way of amusement in Cherbourg. The Red Cross club there, which, by the way, was a German club until the Yanks drove them out, is just about one of the best places in town. You can see an American movie in one of the theaters almost any day. But before beginning to explore the town see the people in the Red Cross club. They will give you advice on the interesting spots.

You'll look on with amazement at the port of the military area where three main ship basins have been carved out of solid rock. In places they are more than 50 feet deep. The outer or largest basin could once accommodate the biggest warships at any tide. The commercial port with two basins was capable of handling the largest passenger and trading vessels.

In the 13th, 14th and 15th centuries Cherbourg was an objective of British fighting men from across the Channel and in the middle of the 1700's it was temporarily occupied by the British who remained until a ransom was paid.

The local people are very friendly and without the slightest encouragement will talk to you for an endless time about the Yanks who came through the port in 1918, and about the battle for Cherbourg in 1944.

The local cafes are quite busy these days, but wine is not as abundant as you would have found it back in peace days. You'll be luckier when requesting *Calvados* or cider. The local men don't gulp *Calvados* down in one swig. They sip it down and—a word of advice—they don't sip too much of the stuff. It's dynamite.

People here dress in their best on Sundays and whole families leave the town for a walk to the country. You'll see hundreds of men, women and children on the roads on Sunday afternoons. It's not a bad idea, too, as the country outside of Cherbourg is very pretty with its orchards and hedgerows.

CHARTRES

Better known than many larger French towns is CHARTRES, on the line from Le Mans to Paris. Chartres is the capital of EURE-ET-LOIRE, one of the 90 departments into which France is divided. It is the market center of the great "granary of France," the wheat-growing Beauce region.

Settlement of the Chartres site goes back to 600 B. C. It was *Autricum* of the Roman era, and was frequently a siege center in Europe's succession of wars. Henry IV of Navarre was crowned King of France at Chartres in 1594, and it served as a German military center in 1870.

Principal reason for the fame of this historic town of 23,000 people, however, is its tall (413 feet) twin-spired Gothic cathedral. NOTRE DAME DE CHARTRES is one of the most magnificent in a country of cathedrals.

With war clouds gathering, citizens of Chartres early in 1939 arranged to remove the beautiful stained glass from the hundreds of windows of the cathedral. The cathedral has three very large rose-pattern windows and fifty other roses, comprising what is

probably the world's best collection of 12th century stained glass.

The spires of the Chartres Cathedral—one severely plain and the other ornate—dominate the fertile, grain plain of the Beauce and the valley of the Eure River for miles. They are just about fifty air miles from the Eiffel Tower in Paris. From high within the spires, you could look down on endless fields of wheat, on the airfield, on the three branches and many bridges of the Eure, on the winding streets and ancient, gabled buildings of the old town, and the broad avenues and slate roofs of the newer sections.

In addition to cathedral, airport, and farm market activities, Chartres built up industries that included flour-milling, iron founding, leather processing, dyeing, and making stained glass.

DREUX

Approximately 40 miles west of Paris you will find the interesting little town of DREUX. It is a town of some 10,000 inhabitants and is situated on the RIVER BLAISE, just above its meeting point with the Eure.

Wars are an old story to the people here. Dreux was captured and burned by the English in 1188, and served in 1562 as the first

battlefield of the Huguenot wars. In 1593, Henry IV destroyed its castle during a siege, and the Germans took it in 1870, and, of course, once again in this war.

You will find Dreux cut into numerous small islands by the branching arms of the Blaise, supplemented by canals in which the women of the town do their laundry under sheltering sheds. In peacetime, most of the menfolk were employed in the local factories producing cloth, glass, boots and electric fittings. Also in Dreux are foundries and nurseries.

You may reach this city by train from Paris, if train service is resumed while you are there. It is an important highway and railroad center, connecting with Paris, Cherbourg and Brest.

The very heart of Dreux is the PLACE METEZEAU, a roughly semi-circular plaza within a curve of the river. The church which faces the Place has a lopsided appearance because one of its towers was never finished.

On a hill dominating the town are the ruins of the old castle of the counts of Dreux, who flourished in the Middle Ages, and the CHAPELLE ROYALE ST. LOUIS, built in the 19th century as a burial place for the Orleans family. A museum is in the ruined keep of the castle.

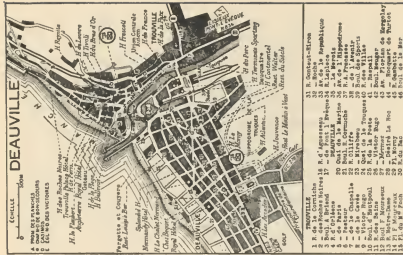
LE HAVRE AND DEAUVILLE

The BOULEVARD FRANCOIS PREMIER, one of the broad, straight and tree-lined avenues of LE HAVRE, is named after the French king, Francis the First, who founded this great seaport in 1516.

In 1562, the French Huguenots, at war with French Catholics, turned the city over to Queen Elizabeth. It was recaptured the following year by Charles IX. Anglo-French wars, however, continued to flare up frequently in those days, and as a general rule, seaport towns like Le Havre found themselves being shelled periodically. Later, when Napoleon was at the height of his power, he built Le Havre to rank as a first-class naval base.

With the outbreak of war in 1914, part of the first British Expeditionary Forces landed there, and during the remaining four years, it grew to be one of the busiest and biggest ports of entry for both British and American troops and supplies.

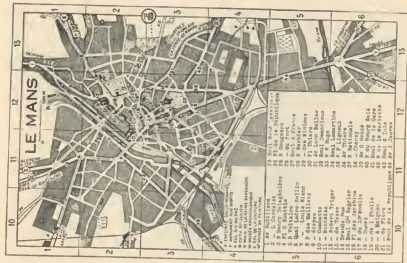
In peacetime, great transatlantic liners stopped at Le Havre, but tourists usually went directly on to Paris. Although it is a modern city, with a population of 160,000 in normal times, it is of more interest as a teeming commercial center. You'll get some idea



travel south toward Caen along the coast. Every town along the 15 miles between Honfleur and Cabourg is a seaside resort. The most famous places are the twins TROUVILLE and DEAUVILLE; and of these two, Deauville is (or used to be) the most ultra-fashionable and aristocratic.

Both towns are noted for their beaches, baths, and gambling casinos. Horseracing, however, used to be the chief attraction. The Trouville races took place the first two weeks in August; during the last fortnight, the **HYPPODROME** in Deauville held the spotlight. The Grand Prix de Deauville was the big race of the year, paying 100,000 francs.

The famous **TERRASSE DE DEAUVILLE**, one mile long, corresponds to what you know as a boardwalk. Between the Terrasse and the beach, there are flower gardens and tennis courts. With the influx of Germans in 1940 Deauville's beach lost its glamour.



LE MANS

LE MANS marks the spot where Europe first learned that the age of flight had arrived, and as an American you will be interested to know that it was Wilbur Wright who did the teaching. On 8 August 1908, after little-publicized experiments in the United States, he came to Le Mans and startled the world by flying a distance of a mile and a quarter in one minute, 47 seconds.

Le Mans is very ancient. It existed in the time of the Romans when it was known as *Cenomani*, after a tribe who inhabited that district.

One of the interesting things to see in Le Mans are vestiges of Roman structures, subterranean aqueducts, walls and so forth which are still standing.

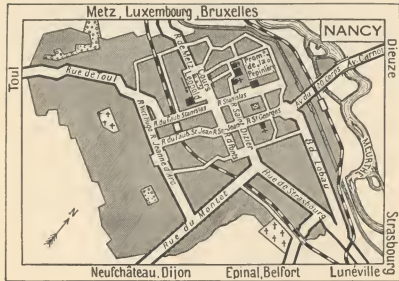
Le Mans' history is the story of the gradual development of the art of siege: since Roman days the city has been besieged more than a score of times by various peoples. The Romans defended it with encircling walls in the third century, and Clovis besieged it in the 6th century. William the Conqueror took the city in the 11th century. It was long in English possession. King Henry II

of England, first of the Plantagenets, was born there in 1133. It was taken by the Huguenots in the 16th Century. It was five times the object of siege in the Hundred Years' War. The Prussians attacked it in the past century.

Le Mans has taken quite a kicking around, and until the twentieth century, never got much chance between rounds to develop. Toward the close of the past century, it was still little more than a market town fed by the fertile fields of its valleys, with some textile mills and agricultural implement works. But before the present war Le Mans was a fast growing city; a 60-per-cent increase in population in the present century had raised the figure to 85,000. This development was largely the result of industrial growth, its chief manufacture being metal works, railway cars, tobacco, canned goods, chemicals, cordage, leather, and woolen and linen goods.

Le Mans is 115 miles southwest of Paris. It is built on an elevation commanding the converging valleys of the SARTHE and HUISNE river. The highest point in the town is the PLACE DES JACOBINS faced by the fine Gothic Cathedral with 12th century stained glass windows. The Cathedral is well worth seeing.

From the open plaza you can get a fine view of this ancient and picturesque town. The view drops down to the Sarthe River, over a jumble of blue roofs, covered with slate from the extensive quarries to the south. And the gable-windowed houses, many of stucco, the narrow alleys and crooked little streets are quite an unusual sight.



NANCY

NANCY began its long, eventful history as the site of the palace of the Dukes of Lorraine in the 12th century. But you will not be there very long before you are aware that Stanislas Leczinski, former king of Poland and father-in-law of Louis XV, was the moving spirit in developing the city. The taxicabs used to swing from the railroad station into the RUE STANISLAS, a wide thoroughfare which nearly bisects Nancy. Near the center of the city the thoroughfare passes under the PORTE STANISLAS, an old orchard gateway, and, several blocks beyond, terminates at STANISLAS SQUARE where a bronze statue of the Duke reposes.

furniture, glass work and statues that have figured in Nancy's history.

Within a stone's throw of the Square, the traveller passes through the Nancy *ARC DE TRIOMPHE* and into a maze of narrow winding streets which pass buildings that were old when Jamestown, Va., was first settled. This portion of the city was once surrounded by a high wall, of which only a few gates remain. At one of these gates Charles the Bold perished when he attempted to take the city.

Near the site of the old northeast wall, the *PLACE DE LA CARRIÈRE* is one of the old town's few open spaces. The Place is entered through the Nancy *ARC DE TRIOMPHE*. Just inside on the right is the *PALACE OF JUSTICE*. At the other end of the opening are the *GOVERNMENT PALACE* and the *DUCAL PALACE*, the latter dating three years before the discovery of America.

The *PROMENADE DE LA PEPINIÈRE*, a large parkway bordering the old town on the northeast, is another feature of the city that owes its existence to Stanislas, and is one of many shaded spots where the people of Nancy spend their summer evenings.

The *BOTANICAL GARDENS* can be reached in a few minutes walk from the Promenade, while the *COURS LÉOPOLD*, a narrow parkway

on the southwest of the old city, runs the length of the old wall site.

Nancy is a city of more than 100,000 inhabitants. It is an important junction point of railroads running from Paris eastward and from northern Europe to the Mediterranean. It lies approximately 200 miles due east of Paris, just about the same drive as from New York to Washington. Nancy owes much of its development to the railroad junction, but throughout the city there are tobacco factories and textile and weaving mills. Each year the *UNIVERSITY* and numerous schools of the city, as well as the *NANCY THERMAL*, whose waters are sought by sufferers from rheumatism, gout and arthritis, draw many visitors.

Wherever you may find yourself in Nancy, you will be seldom out of sight of a church tower or steeple. People there will point out one edifice as the place where Marie Antoinette once prayed at the altar. The same edifice, they will tell you, is the place of burial of an important member of a European royal family, and they will point out the *ST. EPPRE CHURCH* in the old town as the site of a church, in the tower of which 100 Burgundian officers were hanged in 1477 because they took the life of a Chamberlain of Lorraine.

During the last war Nancy fared somewhat like METZ whose church spires can be seen from the hills about Nancy, and ST. MIHIEL, where the doughboys defeated a German army in that war. Nancy residents were so accustomed to hearing shells and witnessing the devastation of their city by enemy gun fire that within a few minutes after the city tocsins warned that the enemy had ceased bombardment, children emerged from their underground shelters and had their kites in the air.

ORLÉANS

ORLÉANS may be considered the southern gateway to Paris 70 miles away, in fact French armies attacked German held Paris from there during the Franco-Prussian War. It is a city of 75,000 on the LOIRE River in the famous château country. Founded by the Romans its name was *Aurelianum*.

Orléans has been the object of sieges from the day of the Caesars, through the era of Jeanne d'Arc down to the Franco-Prussian war of 1870.

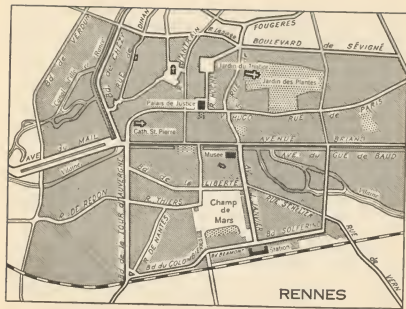
The memory of Jeanne d'Arc, the Maid of Orléans, dominates the city. Her bronze equestrian statue rises in the PLACE DU

MARTROIN, and a cross marks the site of the fort she took. Houses which marked different events in Jeanne's life were preserved. The street leading to the cathedral bears her name, and cathedral windows picture her life. Even the barracks on the left bank was called the CASERNE JEANNE D'ARC. Her raising of the siege was annually celebrated with a fair along the tree-shaded boulevard.

The Orléans of today with quays along both banks of its thrice-bridged river, had its start on the right bank. Its buildings, many of the 16th century were constructed mostly of stone, and were kept in excellent repair.

Orléans' well-groomed streets and open squares formed a fairly regular pattern despite the cramping confines of the city walls. Later the walls gave place to boulevards. The core of Orléans has long been the PLACE DU MARTROI, cafe-bordered and surrounded by public buildings.

Orléans has been more active in commerce than in manufacturing, with railways, highways, and canal competing for freight. Its industries scattered about the outskirts included cotton and hosiery mills, sugar refineries, farm-implement and tobacco factories, machine shops, potteries, breweries and vinegar works.



RENNES

In Brittany all roads lead to RENNES. The city is a funnel for nearly all surface traffic to and from the large Brittany Peninsula with its important Port of Brest. Rennes is the capital of the department of ILLE-ET VILAINE and is situated at the junction of the ILLE and VILAINE rivers.

The Vilaine river cuts the town in two forming two sections, the High Town and the Low Town.

It might interest you to know that Vilaine means ugly. When you see this pretty stream you may wonder why it was given such a name. The answer is that it was bestowed in homely affection, much as the Breton farmer tenderly calls his wife "my little cabbage."

The High Town is a very fine and elegant place on the right bank of the river, but the Low Town is not so prepossessing in appearance and is much older; in fact it dates back to the 11th-13th century. Also if you hit the Old Town in a rainy season you're apt to get your feet wet because it suffers frequent floods.

About 1,000 years ago Rennes was the capital of Brittany, then

an independent dukedom like Normandy. For centuries after the freedom loving Bretons accepted French rule, Rennes was the defender and champion of their minority rights. The city has been recognized as an important military point since ancient times. It was the stronghold of the Redones. Then the Romans came and made it the hub of a network of roads.

Unfortunately, a great fire that raged for seven days in 1720 destroyed nearly every vestige of the great medieval capital city. About all that remains of the old place is a gate in the old city wall, an 11th-13th century Abbey, and a few houses on narrow crooked streets.

Rennes was rebuilt in dark granite on a simple, geometric plan that spoiled its individuality. Its great museums, university, cathedral, lyceum (where the famous second trial of Captain Dreyfus was heard in 1899) and academies are not the exciting architectural monuments found in other French provincial capitals, but its art galleries and museums are among the richest and most interesting in provincial France.

The Hôtel de Ville for instance contains or did contain splendid scientific collections, important archives, a large library and fine

picture gallery with works by Veronese, Michelangelo, Tintoretto, Van Dyck, Rembrandt, and Rubens.

If the art works of these all-time greats have not been looted by the Germans' you've got a real treat in store for you. Even the man who says "Aw, nuts!" to a suggested trip to an art gallery will change his attitude when he gets a look at the works of these real masters.

Buildings worth seeing are the CATHEDRAL, in pseudo-Ionic style; the ARCHIEPISCOPAL PALACE; and the sumptuously furnished PALAIS DE JUSTICE, a building in the Breton style which was begun in 1618 and used as the local "Parlement."

The city's industries are small and varied. Trade is local, concerned largely with the agricultural crops from the rich surrounding area.



REIMS

The ancient city of REIMS is a communication hub 80 miles north-east of Paris by air, 97 miles by train, and is a threefold cross-roads—for railroads, highways, and canals. All of which may not be as interesting to you as the fact that it is the champagne center of the world.

Reims is literally honeycombed with extensive "champagne subways"—subterranean corridors hollowed in the chalky soil for the storage and slow aging of champagne at an even temperature. During the World War, citizens lived and worked in the many miles of champagne cellars, and tunnels from the front lines brought soldiers into underground Reims for a rest.

A visit to these cellars will give you an interesting insight into the wine trade of Reims and the methods of turning out this most famous of wines. The biggest cellars are the CAVES POMMERY. They are two stories high, or rather low. Another is the CAVES RURNART of three stories.

Reims is situated in a bowl of vine-clad hills on the flat Champagne plain. It has had a long and troublous history. It occu-

pies the site of *Durocortorum* mentioned by Julius Caesar as the capital of the *Remi*, the least violent of the Belgian tribes. It was christianized in the third century. The Vandals and Attila the Hun were among the first to give it the works, but for all their thoroughness at rape and pillage Reims never ceased to be of importance. The tradition of crowning France's kings in its cathedral made the city in past centuries the objective of any invaders who would rule the country. The English took a crack at it in 1359, under Edward III who wanted the crown, but were repulsed. In 1420 they tried it again and succeeded under Henry V. Nine years later Joan of Arc threw them out and Charles VII was crowned. In 1870 the Prussians took over. During the World War the town took a severe beating by German artillery and was occupied for a short while by the Germans.

In clearing the ruins after World War I some very interesting Roman ruins were unearthed consisting of forums, baths and catacombs. They are located near the *HÔTEL DE VILLE* or city hall, and are worth a visit.

Reims has considerable industry, which, besides champagne, includes the manufactures of textiles, dye works, breweries and distilleries. It also deals extensively in raw wool and its woolen

goods, fabrics of wool and silk and merinos are famous in trade as *articles de Reims*.

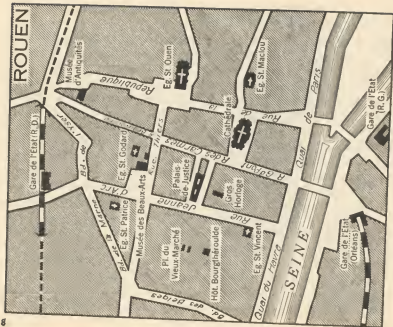
Reims' chief claim to fame remains the ancient tradition of crowning there the kings of France. This tradition started in 1179 when Philip Augustus was crowned and ended with the coronation of Charles X. Only three sovereigns in the long series Henry IV, Napoleon I, and Louis XVIII, were not crowned in Reims.

During the French Revolution mobs attacked the Cathedral, site of coronations, and in 1830 the ceremony at Reims was abolished.

The Cathedral remains one of the finest specimens of Gothic art in all the world and if you get a chance you ought to see it. A beautiful feature is the west façade, a masterpiece of the Middle Ages.

Other places of interest are the *MUSÉE DES BEAUX ARTS* and the large *ABBÉY-CHURCH OF ST. REMY* built in the 11th century. The *Musée des Beaux Arts* contains paintings of the French school, some old masters, and also archaeological collections.

In the *PLACE DE LA RÉPUBLIQUE* stands a Roman triumphal arch which dates back to the beginning of the 3rd century.



ROUEN

ROUEN was the objective of the first all-American air offensive against the Axis because of its importance to the Axis as a shipping and manufacturing center. Its radiating rail lines, bridges, canal locks and harbor equipment, including a floating drydock, ship-building yards, and marine machine shops make it vital to military operations. A city like this in enemy hands must unfortunately be subjected to bombings. It is hoped, however, that its beauties will have escaped destruction and when things settle down again you will be able to enjoy a trip there, as tourists for years have done, for it is one of the most attractive of the French provincial towns.

ROUEN is the chief town of the department of SEINE-INFERIEURE and is located on the Seine river, 87 miles northwest of Paris. The greater part of the city lies on the Seine's north bank, sheltered in an amphitheater of hills. Industry is largely concentrated on the south bank of the river. Two bridges link the two shores. Cotton-weaving mills dominate industry of Rouen and suburban towns surrounding it. Chief of these are SOTTEVILLE and ELBEUF, south of Rouen, and DARNETAL, to the east. Rouen is 60 miles up the

Seine river and freight for Paris, farther on, is here transferred to river steamers, barges and railroads to complete its journey. On flood tide, ocean-going ships of from 19- to 25-foot draft can dock at Rouen, although the river narrows there to only about 425 feet.

Some idea of the tortuous windings of the Seine may be had from the fact that Rouen, 40 air miles from Le Havre, is twice as far by river steamer. The distance by highway, which follows a straighter line north of the river's curves, is 53 miles. Similarly while the air line distance from Rouen to Paris is 60 miles, the river distance is 150 miles.

Rouen normally is the chief French port for coal and oil. Fringing the river banks are quays and repair docks, oil tanks, cranes, coal piles, grain elevators and many warehouses for storing cargoes of iron, dried fish, timber and cotton.

Although cotton weaving in every form, one of which is so specialized as to be known as *rouenneries*, is one of the city's leading industries. Its plants also turns out machinery, soap, brushes, chemicals and, it might interest you to know, distilled beverages.

Rouen itself has a population of about 125,000 but the industrial communities which surround it bring the total of the close-packed

region to about 300,000, and in peace time, this figure is swelled by very heavy tourist travel.

Joan of Arc

The old Rouen which antedates industry is a shrine. For 500 years the name of Joan of Arc has been held in reverence. In the old market place, PLACE DE LA PUCELLE, she was burned at the stake. The spot is marked by a simple monument portraying the Maid of Orleans in prayer as flames writhe about her body. Green shrubs and fresh flowers surround its base. Near by is the *donjon* of the castle where Joan was imprisoned. Tablets in the vicinity mark sites closely associated with the patron saint of France in the tragic weeks leading to her execution.

An Ancient Town

Roman conquerors found a settlement in the Rouen site nearly two thousand years ago. Gabled houses centuries old, with bishops and beasts carved on their weathered timber, survive in the city's dim, twisting streets.

Pillaging armies have sacked the city a half-dozen times since the Viking invasion. In Rouen insurgents fought English armies of occupation, Huguenots and Catholics massacred each other, and

French Revolutionaries followed their example. German forces terrorized and occupied the city for the first time in 1871.

So, you see, Rouen is rich in history and if you like that sort of thing you'll get a bang out of seeking out the many historical spots.

Things To See and Do

Rouen is famous for its almost perfect specimens of Gothic architecture. A soldier who contemplates a career in engineering, architecture, or designing is getting a tremendous break if his duties permit him to visit Rouen.

A magnificent example of Gothic, and one place a visitor to Rouen should not fail to visit, is the famous CATHEDRAL OF NOTRE DAME. It literally took centuries to build this venerable edifice. It was begun in 1220 under Philippe Auguste and its imposing façade, soaring towers, beautiful wood carvings, fine sculpture and exquisite rose windows make it a most remarkable and artistic Christian monument.

Another lovely Christian temple, also Gothic, is the ABBEY AND CHURCH OF SAINT QUEN. Its aerial tower ends in a crown of *fleurs-de-lis*. Then there is the CHURCH OF SAINT MACLOU, in

florid Gothic, the TOUR DE LA GROSSE-HORLOGE, the 15th century PALAIS DE JUSTICE and the HÔTEL DE BOURGTHIEROULDE also 15th century, the ARCHIEPISCOPAL PALACE, the MUSÉE or picture gallery with its fine collection of paintings by the great French masters, and the ancient HALLES or market buildings.

When things get back to normal in Rouen you'll find it a great place to eat. It is particularly famous for its duck *pâte* and for sugar candy made of apples.

If there are cabs available in Rouen the price in ordinary times was 2 francs for the first 500 metres, then 2 francs for each additional kilometre. The tramways travel the principal street and connect the four principal stations. Buses went from the station to Beaufvais, Evreux, Caudebec, Yainville, Honfleur, and Trouville.

If you like steamboat rides and service is open, try a trip on the Seine to Le Havre, via Caudebec.

You can enjoy a show at several good theaters and if the Germans haven't stolen the ponies there may still be a chance to go to the Races held in May, July, and October at LES BRUYÈRES. Then there is the FAIR OF ST. ROMAIN for horses and cattle which should interest you especially if you're a farmer. It takes place on October 23 in the GRAND COURS.

ST. MALO

You will probably find it a little different now, but in the days before the war the only land entrance to **ST. MALO** was through old iron-barred gateways. The town is still as much of a walled city as it was back in the days of the 16th century when kings held court there. Some of the town's encircling walls were begun as early as the 12th century. The houses there are so close together that when viewed from the air their steep, sharp-gabled roofs look like teeth of a huge saw. There are no front yards, or back yards, for that matter, in St. Malo. This is so because the pattern of the town was adopted by the *Malouins* who long ago realized the necessity of land-rationing.

St. Malo is an ancient Brittany seaport and home of the powerful *corsairs*, (pirates, as we know them) of the 18th century. It lies 30 miles east of Avranches at the Normandy-Brittany corner.

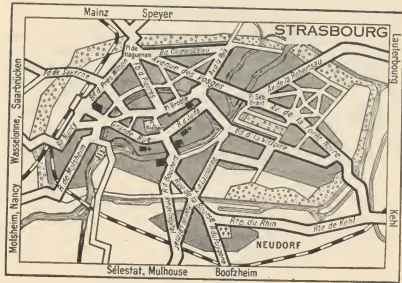
Although a creek separates the town from its twin-city **ST. SERVAN**, the two are considered as one. With their more than two miles of dock facilities they maintained, in pre-war days, a profitable trade with England and the Channel Islands, exporting grain,

fruits, and wines. The town also manufactured sail cloth, nets, and cordage.

With its modern hotel, profusion of small shops and absence of automobile traffic (you'll probably find a lot of jeeps now), you might, at first glance, classify St. Malo as a typical resort town.

Although the elaborately furnished homes of the pirates have long since been replaced by office and apartment buildings, two old landmarks still remain—the Cathedral and the tomb of the poet Chateaubriand, who is buried at the top of **GREAT BAY**, a rugged reef completely surrounded by water at high tide.

The cathedral spire and the cross surmounting Great Bay once were beacons that guided the returning fishermen of St. Malo.



STRASBOURG

HISTORY

Ever since ancient times, each new conqueror of Strasbourg—from the Romans to the French and Germans—has rebuilt and strengthened its defenses. For Strasbourg has known conflict from the earliest days of its existence. There the original Celts met defeat at the hands of the Romans, who set up their own military station. Near this spot was fought the famous 4th century battle between the Emperor Julian and the Teutonic Alamanni. Losing this engagement, the German tribes later returned to win the entire district—only to give way within a few decades to the Franks.

A German city from the 10th century, Strasbourg (known by the Germans as *Strassburg*) was seized in 1681 by Louis XIV of France, whose engineer-architect, Marshal Vauban, built still greater fortifications there. As a military post of the French during the Franco-Prussian war of 1870, the city was held for nearly two months against German siege. Soon after that war, the German victors retained possession of the city and repaired and expanded its defenses.

Eventually, after the Allied victory in the World War, Strasbourg, along with the rest of Alsace-Lorraine, became French territory once more.

As a result of its location and variegated history, Strasbourg is a mixture of French and German influence. Like Alsace-Lorraine, of which it was formerly the capital, this city has changed color with each new shift, both German and French claiming historic and national associations.

After the Franco-Prussian war, the banning of the French language, dramatized in "The Last Chance" by the French novelist Daudet, continued to remind France of her lost territory, as did the draped statue to Strasbourg in the *Place de la Concorde* in Paris.

Industry

Despite a picturesque medieval atmosphere, Strasbourg is a busy industrial center, with a production range from beer and artificial flowers to locomotives. It is particularly well known for its fine goose-liver products. It was always an important transit city for goods from France, Germany and Switzerland because

of its central location. Last reports estimated that the population of Strasbourg was close to 200,000.

Getting Around

In normal times you would have found that the transportation system in Strasbourg fared better than many other progressive European cities. The city was well serviced by street cars and taxis, the latter charging very reasonable rates compared to our home standards. Nevertheless, you will probably enjoy the beauty of the city much more if you walk. As you stroll through the streets you will enjoy the great combination of a community that has both ancient and modern architecture.

Broad boulevards and huge squares are laid out in the more modern sections of the city. Even in the older sections, however, you will find that the sanitary conditions are better than those you've seen in some other French cities.

Things of Interest

As you go through the quarter named LE PETITE FRANCE you will find many canals and narrow streets and medieval alleys. You can actually lean out of windows of some of the houses and shake hands with your neighbors across the street.

The STRASBOURG CATHEDRAL is a masterpiece of Gothic architecture. You will be interested to know that the Germans used the Cathedral's tall spire as a registration point when their artillery bombed the city in 1870, and as you climb the 625 steps to the summit of the tower, on which the spire stands, you will be able to see how the Cathedral suffered during that period. Much of the Cathedral's exterior suffered from fire during that war but it was subsequently repaired. You will see for yourself that it still stands as one of the world's most beautiful pieces of ecclesiastical architecture.

From the top of the platform in the tower you will witness a most beautiful panorama of WISSENBURG to the north. From there you can see the BLACK FOREST and the RHINE to the east; the PASS OF SAVERNE to the west; and the VOSGES from Haut-Barr to Ste. Odile to the south. The ascension to the tower is dangerous at certain points, but you will find people there who can guide you.

You will not find the inside of the Cathedral as enchanting as the exterior. The most interesting object there is the astronomical clock which is famous the world over. Every 15 minutes you will see mechanical figures marching out of the face of the

clock to strike a tone, and at various intervals you will hear the crowing of a cock. Other moving discs on the clock show the day of the month, eclipses of the sun and the course of the planets.

You will be interested to know that the clock was made in 1842 to replace the original made by Isaac Harbrect.

At one time there were very many storks in Strasbourg, but many of the marshes in the district have now been drained, so the famous bird has become almost extinct here.

Although Strasbourg is located hundreds of miles from the coast, you may be surprised that it ranks as the sixth biggest port in France. Even as far back as 1924 the port handled over three million tons of cargo. During peacetime you would have seen many barges and boats along the docks, gathered there from many European ports.

You can see some of the world's most magnificent examples of ironwork in the museum. For centuries, the Alsations have been noted for their cleverness in producing artistic ironwork. In the same museum you can also see a collection of clocks that cannot be rivalled by any other museum in all of France.

You will learn that the average citizen of this great city is a very independent fellow. For many hundreds of years the people

of Strasbourg used to gather annually in front of the Cathedral to hear their constitution read aloud. Then they would unanimously raise their hands above their heads and solemnly swear to abide by the constitution.

You will probably find that Strasbourg is the cleanest city in France.

Walking through the streets of Strasbourg is like leafing through the pages of a history book. The roads leading to the beautiful ORANGERIE PARK from the railroad station are named BOULEVARD DU PRÉSIDENT WILSON, the BOULEVARD DU PRÉSIDENT POINCARÉ, the BOULEVARD CLÉMENTEAU, the BOULEVARD GAMBETTA, the RUE DU GÉNÉRAL DUCROT and the RUE DU GÉNÉRAL ULRICH. There are also many other streets named after great musical personalities, such as the RUE BEETHOVEN, RUE RICHARD WAGNER and RUE JOHANNES BRAHMS.

You will probably be amazed at the number of people there who will be able to understand English. However, it will also be a great surprise perhaps to find the number of older people who speak neither English, French or German but only the Alsatian *patois*.

VERSAILLES

Although it is a city with a few industries and a popular suburban residence of Parisians, VERSAILLES is best known by the world for its historic PALACE and the less imposing GRAND PETIT TRIANON, a nearby royal château.

Versailles was originally built for reasons of state, but it soon became the setting of a court so dazzling that many of the French nobility closed their great châteaux in the country and came up to take quarters in a Palace that could accommodate 10,000 persons.

So that he could retire from the ceremonies and crowds with which he was afflicted, Louis XIV built the Grand Trianon, the most glorified marble bungalow in the world.

Versailles was left to ruin after France became a Republic, but it was partially restored by Napoleon I five years after he had installed 2,000 of his veterans in the central wing of the palace.

Louis Phillippe did the great part of the work in transforming Versailles into a museum which was completed in 1837. Housed in the great central wing, which is nearly a half mile in length, is a unique collection of paintings, sculptures, carvings and other

objects of art. The palace itself was built principally by Mansard around the hunting lodge of Louis XIII. Later, the town was built around the palace until now there is a population of 70,000.

Some of the most dramatic chapters of French history have been written at Versailles. The palace itself, with its vast, fountain playing gardens, has been called the most complete and monumental expression of an absolute monarchy. It took 36,000 men and 6,000 horses 20 years to level and shape the ground for the palace and gardens, to build a road from Paris and to install the complex irrigation system that brought water from miles away. It is estimated that the cost amounted to 500,000,000 gold francs.

The attempt to assassinate Louis XV occurred at Versailles and in 1774 he died there. A mob of Parisian women stormed the Palace during the Revolution and killed many guards and forced Louis XVI and his family to return as prisoners to Paris.

After the fall of Napoleon the Palace again became the residence of kings. Queen Victoria of England was received there with honors by Napoleon III, and there, in 1871, the Prussian occupation was imposed during the Franco-Prussian War.

Wilhelm I was proclaimed Emperor of Germany in the Hall of Mirrors, a place very familiar to thousands of American tourists.

The last war's peace treaty was signed in the same glittering gallery after the Allies defeated Germany—the date was 28 June 1919, and the peace became known as the "Treaty of Versailles."

Versailles has always been somewhat of a military town. It had a school of military engineering and artillery, as well as a military hospital.

In one of the Palace exhibit rooms, you will find a number of relics of the American Revolution which were placed on display in 1919.

There used to be two curious customs that took place in King Louis' bedroom. The king used to hold special audiences every evening before retiring and every morning upon rising. The French dramatist Molière, known as the father of French comedy, found the opportunity to ask the King's permission to stage his comedies at the court when he accepted the duty of making the sovereign's bed.

The royal bedroom used to be so chilly that Louis XV refused to sleep there. After going through the usual ceremony of holding an audience, he would retire into a smaller bedroom.

The Palace grounds are a favorite place for picnics. Thousands of Parisian workers come there on Sundays with their families.

The GRAND CANAL is full of rowboats, and many couples are seen everywhere lying on the grass, reading the Sunday newspapers or just chatting.

MEMORANDA

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